

# The Kansas City Journal

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THURSDAY.

KANSAS CITY, FEBRUARY 17, 1898.—TWELVE PAGES.

THURSDAY.

PRICE TWO CENTS.

## Col. Kennedy Seems to Be the Logical Candidate of the Shannon Democracy for Mayor.

### ABOUT 260 DEAD.

MAINE DISASTER EVEN MORE TERRIBLE THAN WAS FEARED.

CAUSE IS STILL A MYSTERY.

SIGSBEE SAID TO BELIEVE IT WAS A FLOATING TORPEDO.

RIGID INQUIRY TO BE MADE.

MANY NAVAL MEN POSITIVE THAT IT WAS NOT AN ACCIDENT.

Disaster Caused Great Excitement in Washington, but Led to No Believable Speculation or Resolutions in Congress.

Maine May Be Rained.

Havana, Feb. 16.—Out of 354, the total number of the crew of the Maine, 96 were saved.

Havana, Feb. 16.—Captain Sigsbee, interviewed this evening by the correspondent of the Associated Press with reference to the cause of the explosion on the Maine, said:

"I cannot determine the cause, but competent investigators will decide whether the explosion was produced from an interior or exterior cause. I cannot say anything until after such an investigation has been made. I will not and cannot conscientiously anticipate the decision, nor do I wish to make any unjust estimate of the reason for the disaster."

Key West, Fla., Feb. 16.—The correspondent of the Associated Press has been assured in a reliable quarter that Captain Sigsbee is under the impression that the warship Maine was blown up by a floating torpedo and that he has communicated his impressions to Washington, asking at the same time that the navy department should send naval engineers and mechanics to investigate the explosion.

Washington, Feb. 16.—After a day of intense excitement at the navy department and elsewhere, growing out of the destruction of the battleship Maine in Havana harbor last night, the situation tonight, after the exchange of a number of cables between Washington and Havana, can be summed up in the words of Secretary Long, who, when asked, as he was about to depart for the day, whether he had reason to suspect that the disaster was the work of an enemy, replied:

"I have not. In that I am influenced by the fact that Captain Sigsbee has not yet reported to the navy department on the cause. He is evidently waiting to write a full report. So long as he does not express himself I certainly cannot. I should think from the indications, however, that there was an accident—that the magazine exploded. How that came about I do not know. For the present, at least, no other warship will be sent to Havana."

Public Men Appalled and Sobered.

The appalling nature of the disaster and the gravity of the situation that would arise should investigation give a basis for the undercurrent of suspicion of treachery and foul play that ran through all minds, had a sobering effect upon public men of all shades of political opinion. The fact stands forth and is little less than remarkable that not a single resolution was introduced or a single speech made in either house of congress save one of condolence with the families of the killed, offered by Mr. Boutelle, and adopted by the house of representatives. Public men expressed their opinions with reserve when approached, but everywhere there was a demand for an investigation and full details in the light of which the horror may be justly viewed.

Secretary Long undoubtedly summarized the general opinion of the majority of the naval experts in finding it impossible just now to state the cause of the destruction of the Maine.

A Great Number of Theories.

There are a great number of theories, but most of them are of a character that makes it easy to prove or upset them by a single investigation by a diver. Secretary Long has taken immediate steps to make this investigation. Late this afternoon, he telegraphed to Admiral Sigsbee at Key West to appoint a board of naval officers to proceed at once to Havana, employ divers and to make such inquiries as the regulations of the navy demand shall be made in the case of the loss of a ship.

It is expected that this work will take some time, and while there are officers who say that, in their opinion, it will not be possible, owing to the probably disrupted condition of the hull of the ship, to make out the cause of the explosion, the opinion of the majority is that the question will be easily settled by the simple observation of the condition of the ship's hull plates in the neighborhood of the hole which sank her, whether or not they are bulged out, as would be the case if the explosion came from the inside, or whether they were driven in, as would result from the attack of a torpedo or the explosion of a mine beneath the ship.

Naval Officers Think It Accidental.

The large majority of naval officers are inclined to the belief that the explosion resulted from spontaneous combustion of a coal bunker, the overheating of the iron partitions between the boilers and the magazine, or from the explosion of a boiler, though the last theory finds little support.

The list of survivors that came to the navy department this afternoon in answer to telegrams was inaccurate, and made out the loss of life eight more than the summary originally given by Captain Sigsbee, in an earlier telegram, so Secretary Long telegraphed for another corrected list, and also one that should show who were and who were not wounded of the survivors. It was found necessary to do this, owing to the great number of pitiful appeals for information as to the safety of some unfortunate on the Maine that came from all parts of the country.

Not Impossible to Raise Her.

The naval constructors, in the light of the dispatches thus far received, say it is by no means certain that the Maine cannot be raised and again carry the flag. They say that while she is a big ship, others as large have been raised, and at Havana the new floating dry dock would receive her if she could once be gotten above the water.

Captain Sigsbee evidently is taking an interest in the future of the ship, for he sent a telegram to Commander Forsythe at Key West that was promptly transmitted to Secretary Long, suggesting that a lightship vessel or some small craft be stationed in Havana harbor to watch over the wreck. The latter, even if beyond resurrection, contains valuable ordnance and other property that doubtless can be secured by divers.

It is said at the navy department that this disaster is the greatest of the kind in naval history since the sinking of the big British warship, Victoria, by collision with the Camperdown in the Mediterranean, off Malta, June, 1853. By that accident, the British admiral commanding, twenty-two officers and 326 men lost their lives.

General Blanco's Report.

The Spanish legation was early advised of the horror by Captain General Blanco, who expressed his profound regret and added that the occurrence was a chance accident, the undoubtedly cause being an explosion of the boiler of the dynamo. This was the only specific cause assigned from an official source during the day.

M. Dubose, the Spanish charge d'affaires, called at the state department to express his profound regret and the entire Spanish staff left their cards at the navy department as a mark of personal condolence. At all the foreign establishments there was the deepest interest and solicitude over the affair, and during the day Ambassador Cambon, of France; Sir Julian Pauncefote, of the British embassy, and other foreign representatives called on the president or at the state department to express their regrets.

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The disaster is remarkable in that only two officers lost their lives, and these were of junior grades. They were Lieutenant Friend W. Jenkins and Assistant Engineer Darwin R. Merritt. The former was unmarried, but leaves a mother and sister. The latter, it is thought, also was unmarried, but the department is undecided concerning his family.

Big Demand for News.

Hard work and harder waiting and expectancy marked the evening for most of the department officials whose duties connected them in any way with the Maine disaster. Secretary Long, who had been around at 2:30 a. m., when the news first reached Washington, was thoroughly tired out and went to bed unusually early. He turned over to Lieutenant Whiteley the receiving of all dispatches relating to the disaster, with orders, following out those of the president at the cabinet meeting, to make public everything relating to the affair. Very little was received that would throw light on the situation, but nearly a hundred private telegrams came from friends and families of the officers and crew, begging for specific news of the loved ones, and relatives who were with the fatal ship. Replies were made to such inquiries as could be answered. It was hoped by the department that a list of the injured among the survivors could be secured promptly, but, though a request for this was cabled to Havana at 4 p. m., no response was received.

No Word From Woodford.

The state department was on the alert for news both from Havana and from Minister Woodford at Madrid, but beyond a second message from General Lee, expressing the hope that public excitement in the United States would be repressed and detailing additional courtesies at the hands of the Spaniards, nothing was received.

The efforts of all government officers to remain calm in the face of the shocking disaster and its attending mystery was apparent, and a number of naval officers volunteered theories in support of the accident hypothesis, all of which, in the absence of any facts on which to base a reasonable opinion, were decidedly unsatisfactory. At the White House, the president spent the evening until midnight in his office.

There was no official conference on the disaster, however, and but one caller, Senator Fairbanks, of Indiana, who merely discussed the Maine catastrophe incidentally with the other business which brought him to the White House. The president displayed the keenest interest in the appalling story, and the deepest sympathy for the sufferers, and it was at his suggestion that the order half-masting all government flags was issued. He was kept informed of the course of events by private dispatches and those of the Associated Press, which were sent to him from time to time through the evening.

SURVIVORS REACH KEY WEST.

Sailors Pook-Pook the Idea That the Disaster to the Maine Was an Accident.

Key West, Fla., Feb. 16.—The steamship Olivette arrived here to-night with a large number of the wounded and many other survivors of the Maine disaster. The officers were, as a rule, reticent, and followed in line with their chief, Sigsbee, in saying that the cause of the explosion could only be ascertained by divers, but many of the sailors were outspoken in their declaration of belief that the explosion was a deep laid plot of the Spaniards.

They are greatly incensed against the Havana people, who have shown them small courtesy, who looked upon their presence as a national affront, and who have published anonymous circulars captioned "Down with Americans." They believe that the author of such expressed and cowardly hatred would not stop at an act of such terrible vengeance as the blowing up of the Maine. These sailors, acquainted with the drills, discipline and assembly of a man-of-war, pook-pook the idea of an interior explosion as the last thing to be thought of.

WHAT CAUSED THE EXPLOSION

Feeling at the Navy Department That It Was Due to Overheated Coal.

Washington, Feb. 16.—Both Secretary Long and Assistant Secretary Roosevelt called a consultation in the forenoon of all of the chiefs of the navy department and several of the officers of high rank not directly attached, like Commodore Schley, president of the lighthouse board, who has a brilliant reputation as a gallant officer and is possessed of great discretion. The purpose of these consultations was to secure the best expert testimony as to the probable cause of the Maine disaster, while at the same time, ascertaining to what extent the naval situation has been affected by the loss of the Maine. A good deal of dispute was exhibited when it was shown that the loss of this fine battleship had done a good deal to destroy the balance of power, theoretically, between the navies of Spain and the United States, which now left only six serviceable ironclads, as against seven in the Spanish fleet.

Every confidence is felt at the department in the commander of the Maine, Captain Sigsbee, and until it is really established otherwise there is every disposition to charge the accident, if accident it was that destroyed the Maine, to some cause beyond the usual range of human discretion.

Captain Sigsbee's brief report, as well as General Lee's dispatches, indicate that they now incline to the belief that the explosion was of internal origin. Both agree that the force of it was in the forward part of the ship, and this is borne out by the fact that the majority of the officers, whose quarters are aft, and the small casualties among the crew, sleeping forward. Probably in the latter case the death list would have been even larger but for the fact that the Maine having a superstructure forward of the main deck, a portion of the crew were quartered there, and so escaped the greater violence of explosion as felt on berth deck below them. The Maine had three magazines. The one forward was used for the storage of ammunition weighing 15,000 pounds. This quantity of explosives is so large that the naval officers here can scarcely believe it was possible for any human being on board to have escaped had this magazine exploded entirely.

There was no smokeless power on board the ship, and the ten-inch ammunition was made of a very primitive powder. Not only is this powder most carefully packed in hermetically sealed copper cases, but the heat resisting qualities are so great that it cannot be ignited by the flame of a match, 600 degrees, Fahrenheit, being the amount of heat that must be applied for some time to set off the powder. On the other hand, it is readily ignited, as in the case of a charge in the gun, by the explosion of a good quantity of fulminate. Every precaution is adopted aboard ship to safeguard the magazine.

In its vicinity a sentry stands on duty continually. The doors are closed hermetically except when the ship is cleared for forward movement, and the temperature is taken, and the keys of the locked door are placed in the captain's hands for the night. The records of the navy department show that 87 degrees was the maximum temperature of the magazine during the past month, a very low and safe temperature. These facts make it extremely difficult to account for the explosion.

The department within recent years has been greatly troubled by complaints of spontaneous combustion of coal in the ship's bunkers, which have endangered the lives of the crews and the safety of the ships. The Cincinnati, which has been obliged to flood her magazines to prevent their blowing up during fires of this kind, and the cruiser Boston has been in the same predicament. The cause of these disasters is attributed to the fact that the powder charges have been charred by the heat caused by the burning coal in the adjacent bunkers. Although the bunkers are inspected, and the regulations are frequently revised, so numerous have been these cases of spontaneous combustion that the navy department only recently had the special board investigate the subject with a view to applying corrective measures. Unfortunately, this board was prevented from making the thorough investigation necessary, because no funds were applicable to the purpose.

Even empty bunkers have exploded. In the case of the Atlanta, some years ago, the bunker exploded with great violence, and the only explanation that could be given was that it probably was caused by the igniting of the vapors arising from new paint applied to the lining of the bunkers.

The theory advanced by the Spanish authorities that the disaster might have been caused by the explosion of the boiler is accepted at the navy department as within the bounds of credibility. The Maine's boiler was separated from the powder magazines at the nearest point by a space of about four feet, usually filled with coal. At least one boiler undoubtedly was kept under almost full steam in order to run the dynamo and move the ship in case of need. The explosion of such a boiler might easily drive through the bulkhead and fire the magazine.

Inasmuch as suspicion exists in some quarters that a torpedo was used against the Maine it may be said that the majority of naval officers believe that the character of the explosion was hardly such as could be attributed to a torpedo.

The latter, charged with about 100 pounds of powder or gun cotton, it is believed, would have torn a large hole in the bottom or side of the Maine, and was scarcely likely to fire the magazine, which is not near the bottom.

It is said at the navy department that there is no lack of precedent for such disasters as that sustained by the Maine, all of which can be traced to accidental causes. In 1883, the United States man-of-war, Missouri, then lying at Gibraltar, was totally wrecked by the explosion of her magazine. Another case famous in naval history is that of her majesty's ship Dotterel. In 1887, she was lying at anchor off Puenta Arenas, in the straits of Magellan. An explosion wiped the ship from the face of the waters and left almost none of her.

Hotel Victoria offers superior accommodations. Rates \$2 and \$2.50. O. B. Stanton, prop. Wall paper, best and cheapest. Miller's, 1295 Grand.

crew alive. This was another case of magazine explosion, though it may have originated in the coal bunkers or boilers.

DEAD NUMBER ABOUT 260.

Cablegram Received at 9 O'clock Last Night From Consul General Lee.

Washington, Feb. 16.—The following cablegram was received by the state department from Consul General Lee at 9:15 to-night:

"Havana, Feb. 16.—Profound sorrow expressed by government and municipal authorities, consuls of foreign nations, organized bodies of all sorts and citizens generally.

"Flags at half mast on governor general's palace, on shipping in harbor and in city. 'Business suspended'; theaters closed.

"Dead number about 260.

"Officers' quarters being in rear and seamen's forward where explosion took place accounts for greater proportional loss of sailors.

"Funeral to-morrow at 3 p. m.

"Messrs. Merritt and Jenkins still missing. I suppose you ask that naval court of inquiry be held to ascertain cause of explosion.

"Hope our people will repress excitement and calmly await decision.

"The president has ordered that to-morrow and until further notice the flag at all navy yards and on naval vessels, at posts, army headquarters and on all public buildings shall be half mast.

"A dispatch from Captain Phillips, of the Texas, now at Galveston, states that the drafts of twenty-one apprentices which they carried from New York for the Maine, are still on board the Texas.

The president and several of his cabinet associates held an extended conference about noon. It was not a cabinet meeting, as no notice had been sent out, and only Secretary of the Navy Long, Secretary of the Navy, Attorney General Griggs, Postmaster General and former Attorney General McKenna were present.

The disaster to the Maine was the only topic considered. It was determined to abandon the reception at the White House to-night and also the reception to the general public to-morrow night.

The people of the United States, the president's office, one of them stated that the president had given directions that all official information relating to the disaster should be given to the public.

A cabinet officer stated that there were many evidences that the disaster was the result of accident. Up to the present time, he said, no orders for sending another American ship to Havana had been given.

"JOHN D. LONG, Secretary."

The president recalled his invitations to receptions this evening and to-morrow night to the people of the United States, his profound sympathy with the officers and crew of the Maine, and desires that no expense be spared in providing for the survivors and the care of the dead.

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Up to the time Secretary Long went over to the White House, the news was freely and promptly given out. After that time the people of the United States at the White House, and the crowd was obliged to wait for the knowledge of their contents until they had been returned to the department.

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tion of explosive gases in the paint room, and if such an explosion occurred it would have been more likely to have caused a fire than destroy the ship."

Rear Admiral Belknap said it was a very significant thing that the Maine should have been blown up at that particular harbor, at this particular time. In the absence of information as to the cause of the explosion, he thought that was the most significant indication in the whole matter.

Chicago, Feb. 16.—Commander J. E. Montgomery, once of the United States navy, a commanding officer of a Confederate fleet during the civil war, and the man who raised the frigate, afterwards the ram, Merrimac, was very emphatic in declaring the sinking of the battleship Maine in Havana harbor the result of treachery, and an act without parallel in the world's history. In his opinion war must inevitably follow.

"When the divers go down to examine the hull of the vessel," said Commodore Montgomery, "it will be found that it was stove in by a torpedo exploded under the bow, with diabolical intent. To be sure, an accident may occur on shipboard—a magazine or a boiler explode. But consider all the circumstances and you will not entertain the theory of accident."

"In the history of our navy there never has been such an accident. Why should the first one occur in so perfectly equipped a vessel as the Maine, and under so capable a commanding officer as Sigsbee? Why should it occur in Havana harbor, where the vessel was at the mercy of an enemy capable of treachery, as we know the Spaniards is, and has been as long as he has figured in history? Why should it follow so closely the recent exposure of the Spanish minister in London, who was a despicable time-server, who was an affable demagogue in Washington while giving vent to his hatred of our chief executive and our people in private letters to Commodore Montgomery?"

Commander Montgomery is familiar with Havana harbor, and would be comparatively easy to say, with small effort, other wise, to set a torpedo to destroy the American vessel. This is his theory of how the Maine was wrecked.

New York, Feb. 16.—Lieutenant Commander Speyer, of the United States navy, was aroused from his bed at the Navy Club and told of the Maine's destruction. "I cannot understand how such an explosion occurred," he said, "with the accident on the 'In.' I am not, however, familiar with the location of the magazine in the Maine. Sometimes there are magazines both fore and aft in warships. It is not impossible that the fore and aft magazines of the Maine exploded. But I do not understand how any ammunition in the magazine could have exploded at this time. There is no reason that I know of why anybody should have gone to the magazine to look for the keys of a vessel's magazine are always kept in possession of the captain, and when the captain leaves they are turned over to the officer left in command. Not having full information, I cannot express any opinion on the disaster."

Indianapolis, Ind., Feb. 16.—Rear Admiral George Brown, who was the highest official in the navy till his retirement last year, was exceedingly surprised to hear of the destruction of the Maine, and from the meager news was loath to venture any explanation of the affair. "I can offer nothing but vague conjecture as to the probable cause of the disaster," he said, "though it would seem to me, at this time, that when an investigation is made, it will be found that an explosion occurred on the vessel."

A torpedo was asked if it were possible that a torpedo lying in the harbor could have been accidentally exploded under the ship. He did not think this could have been possible. If a torpedo caused the explosion, it would have been from shore, for torpedoes are not lying around loose in Havana harbor, where hundreds of ships are in and out.

"I am sure no official had anything to do with it. A torpedo was responsible. Oh, no," said he, "there could have been no explosion of a torpedo by the dragging of the Maine's anchor, or anything of that sort. Nor are there submerged mines in the harbor. I do not recall any similar affair of this kind in the history of the United States navy, either in time of peace or in time of war."

San Francisco, Feb. 16.—Irving M. Scott, vice president and general manager of the Union Iron works, of this city, which built the battleship Oregon, upon learning of the loss of the Maine, said:

"While it is impossible, with the facts at hand, to give any definite reason for the accident, there are several conditions which may have occurred, any of which might have caused the explosion of the vessel. For instance, fire in the coal bunkers, where they abutted against the magazine, might have heated the partitions sufficiently to explode the powder in the magazine. That the explosion was not in the boiler room is evident, for the ship was at rest and all her steaming capacity was therefore under full control."

"It might have occurred in the forward torpedo tube compartment. That would readily account for the sinking of the vessel. A torpedo fired from beneath her bottom might have caused the same results, and while it is natural, under the existing condition of affairs between this country and Spain, that some enthusiastic Spaniard, out of spite, might have occasioned it, or that some equally enthusiastic rebel, with an idea of aggravating the relations between Spain and America, might have done it, yet the very meager reports so far received and the specific request for a court of inquiry, provided for by the immediate construction of two battleships equal in size and equipment to the Maine, and costing not a dollar less than the ill-fated Maine cost. Action of that kind by us would indicate the world that we were inclined to believe that the Maine was blown up by her own magazine. Such things had happened before."

Officers of the battleship Texas and the cruiser Nashville, who were on duty at the time of the disaster, said that they had never seen any explosion on board the Maine. Captain Phillips said: "I cannot see how an explosion on board the Maine could be possible. Neither can I imagine the possibility that a torpedo was exploded under the ship. It is unreasonable to suppose that anyone would have done such a thing and thereby incur the enmity of the whole world."

AS VIEWED BY CONGRESSMEN.

General Disposition Is to Attribute the Loss of the Maine to Accident.

Washington, Feb. 16.—The Maine incident formed the principal topic of consideration by the senate committee on foreign relations at its meeting to-day. The affair was not officially before the committee, but it was nevertheless allowed to displace almost all other business. The opinion generally expressed by members of the committee in this informal conference was to the effect that the occurrence is one of very serious importance, and that it may result in grave complications unless Spain can make it very plain that no Spaniard was in any way responsible for it. A prominent member of the committee, who was at the close of the meeting, that Spain would be expected to make an explanation that would

entirely clear up the mystery, and that, if she did not, this country would have a right to demand such explanation. Most of the members of the committee read aloud to the conference to express any opinion concerning the occurrence.

"It is too serious to talk about at present," said Senator Lodge, while Senator Culberson, of Iowa, said that the explosion could have been the result of an accident, and I think the time is rapidly approaching when this country must do something.

Senator Clark would only say: "It is singular that such accidents happen at such inopportune times."

The news of the disaster created a profound impression at the capitol. Senators and members of the house, as a rule, expressed the opinion for publication that the catastrophe was the result of accident, and of design, but there were some opinions generally expressed under the breath, with the almonster not to publish, to the effect that the affair looked very mysterious and doubtful. As a rule, senators expressed the opinion that the department would and should make thorough investigation and admit that for no accident before it would be unnecessary for congress to take the matter up.

Chairman Hitt, of the foreign affairs committee, Chairman Dingley, of the ways and means committee, and members of the naval committee of the house all said they preferred to await fuller information before expressing themselves. Mr. Hitt said it would be well for the public to follow the effect that the affair looked very mysterious and doubtful. As a rule, senators expressed the opinion that the department would and should make thorough investigation and admit that for no accident before it would be unnecessary for congress to take the matter up.

Senator Platt, of Connecticut, expressed the opinion that the explosion would be found to be the result of an accident from within, and he doubted that any one could have planned and carried out a plot to bring about an explosion on the ship.

Ex-Senator Butler, of South Carolina, who was a member of the committee on foreign relations in the senate during his service, said that it was decidedly strange that American vessels have visited every port in the world and no accident has occurred, but as soon as a vessel visited Havana this great disaster should occur. General Butler was of the opinion that some one had gone aboard the Maine and placed a grenade with a slow match where it would explode the magazine. It was probable, he thought, that many people had been permitted to visit the warship, and that some of the visitors had carried a grenade aboard.

Senator Hale, chairman of the committee on naval affairs and a member of the committee on appropriations, said: "There is no occasion for congress to take the matter up. The navy department is under the department, and this is one of the things which, in my opinion, should be left to it. It is, of course, impossible for the information received to say how the disaster occurred, but I feel confident that the facts, when developed, will show that it was an accident. The Maine was, of course, prepared for action in case action should be necessary and had, therefore, many vulnerable points exposed. A battleship is little less than a volcano under the most favorable circumstances."

The senator added that, whatever could have caused the catastrophe, he was sure of one thing, that the blame should be placed on the person or persons who were guilty of such conduct, for the reason that if there had been no motive the act would have been a very foolish and foolhardy one.

Senator Warren, of Wyoming—"If it should develop that the Spanish had anything to do with the occurrence, both the United States navy and the army ought to be summoned to take the matter up in earnest."

Senator Clay, of Georgia—"The presumption is that the navy department will give careful and thorough attention to the matter and that it will make such report as it may deem necessary. It is not necessary for congress to act, I am sure there will be no hesitation in dealing with the matter. There is no proof that the Spanish are in any way responsible for this serious calamity, and we should be slow to make charges without proof to substantiate them. I, therefore, content myself with saying that investigation should be rigid, letting the blame rest where it may."

Senators Chandler, Mason and Carter were in the senate committee on postoffice and postroads, and, of course, were talking about the accident. Senator Chandler said that no one could tell now how the disaster occurred. It might have been a torpedo under the bows of the ship, or it might have been an accident while handling ammunition.

"But they are not likely to have been handling ammunition at 9 o'clock at night," put in Senator Mason.

"Oh, they might have been," continued Senator Chandler. "If the explosion was from within, it was no doubt an accident; from without, then no doubt it was by design."

entirely clear up the mystery, and that, if she did not, this country would have a right to demand such explanation. Most of the members of the committee read aloud to the conference to express any opinion concerning the occurrence.

"It is too serious to talk about at present," said Senator Lodge, while Senator Culberson, of Iowa, said that the explosion could have been the result of an accident, and I think the time is rapidly approaching when this country must do something.

Senator Clark would only say: "It is singular that such accidents happen at such inopportune times."

The news of the disaster created a profound impression at the capitol. Senators and members of the house, as a rule, expressed the opinion for publication that the catastrophe was the result of accident, and of design, but there were some opinions generally expressed under the breath, with the almonster not to publish, to the effect that the affair looked very mysterious and doubtful. As a rule, senators expressed the opinion that the department would and should make thorough investigation and admit that for no accident before it would be unnecessary for congress to take the matter up.

Chairman Hitt, of the foreign affairs committee, Chairman Dingley, of the ways and means committee, and members of the naval committee of the house all said they preferred to await fuller information before expressing themselves. Mr. Hitt said it would be well for the public to follow the effect that the affair looked very mysterious and doubtful. As a rule, senators expressed the opinion that the department would and should make thorough investigation and admit that for no accident before it would be unnecessary for congress to take the matter up.

Senator Platt, of Connecticut, expressed the opinion that the explosion would be found to be the result of an accident from within, and he doubted that any one could have planned and carried out a plot to bring about an explosion on the ship.

Ex-Senator Butler, of South Carolina, who was a member of the committee on foreign relations in the senate during his service, said that it was decidedly strange that American vessels have visited every port in the world and no accident has occurred, but as soon as a vessel visited Havana this great disaster should occur. General Butler was of the opinion that some one had gone aboard the Maine and placed a grenade with a slow match where it would explode the magazine. It was probable, he thought, that many people had been permitted to visit the warship, and that some of the visitors had carried a grenade aboard.

Senator Hale, chairman of the committee on naval affairs and a member of the committee on appropriations, said: "There is no occasion for congress to take the matter up. The navy department is under the department, and this is one of the things which, in my opinion, should be left to it. It is, of course, impossible for the information received to say how the disaster occurred, but I feel confident that the facts, when developed, will show that it was an accident. The Maine was, of course, prepared for action in case action should be necessary and had, therefore, many vulnerable points exposed. A battleship is little less than a volcano under the most favorable circumstances."